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# U. S. COAL IN EGYPT; NEW ENGLAND SHY

Starrow Says Fuel Regulations of Government Are Useless.

# DEMANDS AN EMBARGO

Sees Relief for American Manufacturers When Supply Is Conserved.

That the railroads of Egypt are being run on American coal while one road in this country has been reduced to begging and borrowing coal from the reserve stocks of manufacturers along its route and another has been confiscating coal in transit over its lines was a feature of the testimony on the coal situation given yesterday by James J. Starrow, State Fuel Administrator of Massachusetts and during the New England district, before the Senate Special Committee on Reconstruction and Production.

Pointing out that the competitive bidding of foreign governments has almost driven New England from its ordinary source of supply—the West Virginia fields by water via Hampton Roads—and that the manufacturers and railroads in the Northeast have thus been forced to compete with other States in the Pennsylvania fields, thereby raising prices everywhere, he recommended drastic measures to curb the speculative and speculative coal trade and to bring about a conservation of the coal supply.

Revival of the Fuel Administration was urged as a means of effecting such conservation. He pointed out the present difficulties, he told newspapermen, the difficulties did not exist when that body functioned, he said.

# PINDA RULINGS USELESS.

Recent rulings of the Interstate Commerce Commission designed to give relief to the New England area, particularly ruling No. 7, reserving for coal transportation, exclusively all "open top" cars east of the Mississippi River, he testified, "have not improved the situation." The ruling in June, known as No. 7, was described as "giving no relief in the supply of cars" to New England, he described as "of no earthly use."

"We thought that what we were getting was allotment of cars for the miners and ask them to fill," he said. "But when the commission was asked for an interpretation it said the order did not mean the ability to assign cars. Mr. Starrow's testimony was given in the Engineering Societies Building, 25 West Thirty-ninth street, where Senator William M. Calder of New York, chairman of the special Senate committee, has opened a series of hearings. Though engaged primarily in attempting to solve the housing problem, he said, preliminary investigations had shown that the transportation of building materials was greatly hampered by the priority being given to coal. Hence the committee's desire to see if the coal situation could not be remedied in other ways than by hampering other industries.

Starrow's testimony before the Senate committee was given in the Engineering Societies Building, 25 West Thirty-ninth street, where Senator William M. Calder of New York, chairman of the special Senate committee, has opened a series of hearings. Though engaged primarily in attempting to solve the housing problem, he said, preliminary investigations had shown that the transportation of building materials was greatly hampered by the priority being given to coal. Hence the committee's desire to see if the coal situation could not be remedied in other ways than by hampering other industries.

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# GRAIN MARKET.

It is generally conceded that the principal factor in the wheat market is the attitude of foreign buyers and that prices from time to time are dominated by the extent of export business. In conformity with that theory the wheat market yesterday was easier on the withdrawal of the British commission from the market. The commission had made large purchases during the last week, but suddenly withdrew from the market and it was intimated that orders from that source might be withheld for the next ten days or two weeks. The Continental demand also was of moderate proportions, although there was good buying of cash wheat at the Atlantic seaboard by shippers and it strengthened the cash market.

Rust reports from the spring wheat belt were again numerous and served to discourage aggressive operations on the selling side and held the market within comparatively narrow limits, although closing prices were 2 1/4 to 3 1/2 cents lower. The rust damage appeared to be coming from the sections which have been reporting rust for the last week. Some reports of rust were also received from the outlook, although others expressed the belief that a good crop was possible. Weather conditions were not of a character to cause fears of widespread damage.

The corn market was heavy throughout the greater part of the day under selling by commission houses. It seemed

to be the prevailing impression that the wage award to railroad employees would be acceptable and that serious labor troubles would occur. It was believed to point to a continuation of the movement. Cash markets in the West were easy. Crop accounts were again very favorable. The crop is reported to be progressing and steadily overcoming late start. Argentine corn was offered freely at the seaboard but found a very indifferent demand and those who have corn receiving from the Southern market are having great difficulty in disposing of it.

The oats market was easier in sympathy with wheat and corn. It closed with net losses of 1/2 cent to 1 1/2 cents. Receipts were larger than expected and the movement from the interior is keeping up much longer than had been predicted. Crop accounts were favorable and the fact that new oats will be moving shortly had a bearing influence on sentiment.

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